

MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes ☐  
no ☒

Property Name: SHA Bridge No. 1600501 Inventory Number: PG#68-100  
Address: US 1 Northbound over Northwest Branch of Anacostia River Historic district: yes ☒ no  
City: Bladensburg, MD Zip Code:                      County: Prince Georges  
USGS Quadrangle(s): Washington East  
Property Owner: MD SHA Tax Account ID Number:                       
Tax Map Parcel Number(s):                      Tax Map Number:                       
Project: Mid-20th Century Highway Bridges of Maryland (1948-1960) Agency:                       
Agency Prepared By:                       
Preparer's Name: Marvin Brown URS Corporation Date Prepared:                       
Documentation is presented in: Project Review and Compliance Files  
Preparer's Eligibility Recommendation:                      Eligibility recommended ☒ Eligibility not recommended  
Criteria: ☒ A ☐ B ☒ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G  
*Complete if the property is a contributing or non-contributing resource to a NR district/property:*  
Name of the District/Property:                       
Inventory Number:                      Eligible:                      yes Listed:                      yes  
Site visit by MHT Staff                      yes ☒ no Name:                      Date:                     

Description of Property and Justification: *(Please attach map and photo)*

Description

Bridge No. 1600501 was part of the first small group of prestressed concrete bridges erected in Maryland in the mid 1950s and is therefore significant in the history of bridge engineering in the state. This prestressed concrete beam bridge, built in 1956-1957, carries US 1 northbound over the Northwest Branch of the Anacostia River. The bridge's superstructure features a parapet with a concrete wall and bowed Alcoa railing. The railing, which is original, looks much like the one depicted in a historic photograph of the no-longer-extant bridge carrying US 50 over the Severn River in Annapolis, which opened in 1953. The bridge is also significant for its association with an important mid twentieth-century trend in Maryland's history—the modernization by the State Roads Commission of the highway system of the counties ringing the District of Columbia in response to the heavy post-World War II suburbanization of the area. In particular, it is associated with the efforts of the Commission to comprehensively address problems of flooding in Prince George's County along the Anacostia River and its branches.

Determination of Eligibility

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended                      Eligibility not recommended ☒  
Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

MHT Comments:

Jim Talone ✓  
Reviewer, Office of Preservation Services

Bikant  
Reviewer, National Register Program

6/2/2011

Date

6/3/11

Date

The US 1 Northbound Bridge over the Northwest Branch of the Anacostia River is eligible for listing in the National Register under Criterion A at the local level with a period of significance from 1956 to 1957. The bridge is eligible under Criterion A for its association with a significant mid twentieth-century trend in Maryland's history, the modernization by the State Roads Commission of the highway system of the counties ringing the District of Columbia in response to the heavy post-World War II suburbanization of the area. The bridge is not directly connected with the construction or reconstruction of a particular highway, but rather it is associated with the efforts of the Commission to comprehensively address problems of flooding in Prince George's County along the Anacostia River and its branches. The bridge has not been altered beyond the standard actions necessary to maintain a busy highway bridge and retains all seven aspects of integrity.

The US 1 Northbound Bridge over the Northwest Branch of the Anacostia River is not National Register-eligible under Criterion B, as it is not associated with an individual significant at the local, state, or national level.

The US 1 Northbound Bridge over the Northwest Branch of the Anacostia River is eligible for listing in the National Register under Criterion C at the state level with a period of significance from 1956 to 1957. Part of the first small group of prestressed concrete bridges erected in Maryland in the mid 1950s, it is significant in the history of bridge engineering and its use of prestressed concrete exemplifies an innovative technological solution.

National Register-eligibility under Criterion D was not investigated as part of this study.

SHA disagrees with the consultant's eligibility recommendation. It is an example of a concrete box beam bridge, and while use of prestressed concrete was first started in the 1950s, it was widely used on Maryland's state highways, thus making it a common resource. Box beam bridges are found on many highways in the state, and it is a common resource. SHA does not recommend it as eligible under NRHP Criteria A, B or C.

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria:       A       B       C       D    Considerations:       A       B       C       D       E       F       G

MHT Comments:

\_\_\_\_\_  
Reviewer, Office of Preservation Services\_\_\_\_\_  
Date\_\_\_\_\_  
Reviewer, National Register Program\_\_\_\_\_  
Date

PG:68-100

US 1 Northbound Bridge over the Northwest Branch of the Anacostia River  
Bladensburg vic.  
1956-57

Bridge No. 1600501, a prestressed concrete beam bridge built in 1956-1957, carries US 1 Northbound over the Northwest Branch of the Anacostia River. The bridge runs northeast-southwest and carries two lanes of traffic. The bridge is a short span that does not have piers for support. The bridge measures approximately 85 feet long and 43 feet wide. The bridge is composed of ten prestressed concrete beams with cast-in-place concrete between the beam flanges. It appears the deck of the bridge has been resurfaced with blacktop within the past ten years. Metal joint plates are located at each end of the bridge. The bridge's superstructure features a parapet with a concrete wall and bowed Alcoa railing. The railing, which is original, looks much like the one depicted in a historic photograph of the no-longer-extant bridge carrying US 50 over the Severn River in Annapolis, which opened in 1953. The date "1957" is inscribed in the concrete parapet at the southeast corner of the bridge.

Bridge No. 1600501 was part of the first small group of prestressed concrete bridges erected in Maryland in the mid 1950s and is therefore significant in the history of bridge engineering in the state. This prestressed concrete beam bridge, built in 1956-1957, carries US 1 northbound over the Northwest Branch of the Anacostia River. The bridge's superstructure features a parapet with a concrete wall and bowed Alcoa railing. The railing, which is original, looks much like the one depicted in a historic photograph of the no-longer-extant bridge carrying US 50 over the Severn River in Annapolis, which opened in 1953. The bridge is also significant for its association with an important mid twentieth-century trend in Maryland's history—the modernization by the State Roads Commission of the highway system of the counties ringing the District of Columbia in response to the heavy post-World War II sub-urbanization of the area. In particular, it is associated with the efforts of the Commission to comprehensively address problems of flooding in Prince George's County along the Anacostia River and its branches.

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. PG: 68-100

### 1. Name of Property

(indicate preferred name)

historic US 1 Northbound Bridge over the NW Branch of the Anacostia River  
other Bridge No. 1600501

### 2. Location

street and number US 1 at the NW Branch of the Anacostia River N/A not for publication  
city, town Bladensburg x vicinity  
county Prince George's

### 3. Owner of Property

(give names and mailing addresses of all owners)

name Maryland State Highway Administration  
street and number 707 N. Calvert Street telephone 410-545-0300  
city, town Baltimore state MD zip code 21202

### 4. Location of Legal Description

courthouse, registry of deeds, etc. liber folio  
city, town tax map tax parcel tax ID number

### 5. Primary Location of Additional Data

- ☐ Contributing Resource in National Register District  
☐ Contributing Resource in Local Historic District  
☐ Determined Eligible for the National Register/Maryland Register  
☐ Determined Ineligible for the National Register/Maryland Register  
☐ Recorded by HABS/HAER  
☐ Historic Structure Report or Research Report at MHT  
☒ Other: Statewide Inventory by SHA

### 6. Classification

Category	Ownership	Current Function	Resource Count	
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> agriculture	Contributing	Noncontributing
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> commerce/trade		<input type="checkbox"/> buildings
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> defense		<input type="checkbox"/> sites
<input type="checkbox"/> site		<input type="checkbox"/> domestic	<u>1</u>	<input type="checkbox"/> structures
<input type="checkbox"/> object		<input type="checkbox"/> education		<input type="checkbox"/> objects
		<input checked="" type="checkbox"/> transportation	<u>1</u>	<input type="checkbox"/> Total
		<input type="checkbox"/> funerary		
		<input type="checkbox"/> government		
		<input type="checkbox"/> health care		
		<input type="checkbox"/> industry		
		<input type="checkbox"/> landscape		
		<input type="checkbox"/> recreation/culture		
		<input type="checkbox"/> religion		
		<input type="checkbox"/> social		
		<input type="checkbox"/> work in progress		
		<input type="checkbox"/> unknown		
		<input type="checkbox"/> vacant/not in use		
		<input type="checkbox"/> other:		
			Number of Contributing Resources previously listed in the Inventory	
			<u>0</u>	

## 7. Description

Inventory No. PG:68-100

### Condition

<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins
<input type="checkbox"/> fair	<input type="checkbox"/> altered

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

Bridge No. 1600501, a prestressed concrete beam bridge built in 1956-1957, carries US 1 Northbound over the Northwest Branch of the Anacostia River. The bridge is located in a suburban area with several residences and commercial buildings located nearby. The banks of the river are treed and covered with undergrowth. Concrete walls line the river channel beneath the bridge and between the bridge and Bridge No. 1600502 (US 1 Southbound). The bridge appears to have undergone little alteration over the years aside from regular maintenance and repair. Some vegetation is growing along the curb between the roadway and the sidewalk.

The bridge runs northeast-southwest and carries two lanes of traffic. A concrete sidewalk carries pedestrian traffic on the east side of the bridge. A very deteriorated concrete curb is present on the west side of the bridge. It appears that the deck of the bridge has been resurfaced with blacktop within the past ten years. Metal joint plates are located at each end of the bridge.

The bridge is a short span without supporting piers. The bridge measures approximately 85 feet long and 43 feet wide. Each lane of traffic measures approximately 17 feet wide. The sidewalk measures approximately five feet wide. The bridge is composed of ten prestressed concrete beams with cast-in-place concrete between the beam flanges.

The bridge's superstructure features a parapet with a concrete wall and bowed Alcoa railing. The railing, which is original, looks much like the one depicted in a historic photograph of the no-longer-extant bridge carrying US 50 over the Severn River in Annapolis, which opened in 1953. The date "1957" is inscribed in the concrete parapet at the southeast corner of the bridge.

## 8. Significance

Inventory No. PG:68-100

Period	Areas of Significance	Check and justify below		
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> architecture	<input checked="" type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science
	<input type="checkbox"/> communications	<input type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input type="checkbox"/> social history
	<input type="checkbox"/> community planning		<input type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation
	<input type="checkbox"/> conservation		<input type="checkbox"/> military	<input type="checkbox"/> other: _____

**Specific dates** 1956-1957 **Architect/Builder** Maryland State Roads Commission

**Construction dates** 1956-1957

Evaluation for:

☒ National Register ☐ Maryland Register ☐ not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

### Statement of Significance

Bridge No. 1600501 (MIHP # PG:68-100) was part of the first small group of prestressed concrete bridges erected in Maryland in the mid 1950s and is therefore significant in the history of bridge engineering in the state. This prestressed concrete beam bridge, built in 1956-1957, carries US 1 Northbound over the Northwest Branch of the Anacostia River. The bridge's superstructure features a parapet with a concrete wall and bowed Alcoa railing. The railing, which is original, looks much like the one depicted in a historic photograph of the no-longer-extant bridge carrying US 50 over the Severn River in Annapolis, which opened in 1953. The bridge is also significant for its association with an important mid twentieth-century trend in Maryland's history—the modernization by the State Roads Commission of the highway system of the counties ringing the District of Columbia in response to the heavy post-World War II suburbanization of the area. In particular, it is associated with the efforts of the Commission to comprehensively address problems of flooding in Prince George's County along the Anacostia River and its branches.

### Historic Background and Support

US 1 was one of Maryland's earliest roads and turnpikes. In 1813 the Maryland legislature chartered the first improved Baltimore and Washington Turnpike, which followed "approximately the route of today's Baltimore-Washington Boulevard or Route 1 through the old port of Bladensburg to Washington...."<sup>1</sup> Bridge No. 1600501 is located at the edge of Bladensburg.

The community of Garrison Landing, which was to become Bladensburg, was laid out as a port town on the Anacostia River in the mid eighteenth century.<sup>2</sup> The community and its surroundings, however, were transformed, along with much of suburban Maryland around Washington, in the late 1940s and 1950s. The suburbanization historic context for Montgomery and Prince George's County around the city notes:

After the war, Maryland underwent the same housing boom as many other areas, as Washington, D.C. experienced significant growth. ... The first wave of government expansion after the Second World War brought new government workers from all over the nation. They worked in Washington and commuted to their jobs from the suburbs by car, train, streetcar, or bus. The older suburbs attracted higher-status employees and professionals, while the new suburbs catered to young families just starting homes and

<sup>1</sup> Spero, P.A.C., & Company, *Historic Highway Bridges in Maryland: 1631-1960: Historic Context Report*, 1995, page 16.

<sup>2</sup> <http://www.porttowns.com/blad/bbhist.htm>



# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. PG:68-100

Name Bridge No. 1600501, US Northbound Bridge over the NW Branch of the Anacostia River  
**Continuation Sheet**

Number 8 Page 1

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careers. ... The new suburbs began to in-fill areas that had previously seen little growth, including the area east and southeast of the District boundaries in Prince George's County.

...  
By 1947, the economy was stable enough to support private construction, and the housing boom began in Maryland.<sup>3</sup>

Development along the Northwest Branch of the Anacostia River, in and around what was known as the Peace Cross area (for a monumental commemorative cross that still stands) was hindered by flooding. In 1952 the State Roads Commission began to address concerns about floodwaters inundating the roads that crossed the Anacostia and its branches. Among the reports it charged its Bridge Division to prepare was one on the "feasibility of increasing the elevation of U.S. Highway #1 and #50 at the Peace Cross at Bladensburg in Prince George's County, in order to alleviate the frequent flooding conditions encountered during and after periods of heavy and excessive rainfall."<sup>4</sup> In 1956 the Commission further outlined its plans:

In cooperation with the U.S. Army Engineers and the Washington Suburban Sanitary Commission, the State Roads commission has started extensive reconstruction to alleviate flooding in the Peace Cross area at Bladensburg. The construction of the levees and higher bridges in the area have required the complete rebuilding of the interchange.<sup>5</sup>

Between July 1954 and June 1955, the Commission had accepted bids for the construction of four steel bridges over the Northwest Branch of the Anacostia River. During the next 12-month period it had received a bid for the construction of a "Steel Beam Bridge" at US 1, Rhode Island Avenue, and the Northwest Branch of the Anacostia, which was related to flood control. When the Commission let the contract (which was advertised in January 1956) for the construction of the bridge carrying U.S. 1 over the Northwest Branch, however, it authorized \$182,799 not for a steel beam structure, but for a "Prestressed Conc. Beam Bridge."<sup>6</sup>

In a report in 1957, the Commission included thumbnail "before" and "after" photographs of roads and bridges throughout the state's highway districts. The District 3 images include a "before" photograph of the flooding of the Peace Cross area near Bladensburg on Route 1 following a heavy rain. The "after" photograph depicts Bridge No. 1600501 or a nearby contemporary structure under construction.<sup>7</sup> Roadway improvement went hand in hand with bridge construction. The same report depicts before and after photographs of construction work on Route 1 in District 4, north of Prince George's County. The caption notes: "...the contrast between the old and the new. Curves have been modified and the road has been widened and resurfaced."<sup>8</sup>

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<sup>3</sup> KCI Technologies, Inc., "Suburbanization Historic Context and Survey Methodology, I-495/I-95 Capital Beltway Corridor Transportation Study, Montgomery and Prince George's Counties, Maryland, Volume I," 1999, pages 17-18.

<sup>4</sup> State Roads Commission, *Report of the State Roads Commission of Maryland*, 1952, page 46.

<sup>5</sup> State Roads Commission, *Report of the State Roads Commission of Maryland*, 1956, page 148.

<sup>6</sup> *Ibid*, pages 63, 66, and 153.

<sup>7</sup> State Roads Commission, *On Our Way*, 1957, no page number.

<sup>8</sup> *Ibid*, no page number.

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. PG:68-100

Name Bridge No. 1600501, US Northbound Bridge over the NW Branch of the Anacostia River  
**Continuation Sheet**

Number 8 Page 2

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The apparent decision by the Commission in the mid 1950s to switch from a steel to a prestressed concrete beam bridge reflects the state of flux of prestressed concrete bridge construction during the decade. The first prestressed concrete bridge built in the United States is generally considered to be the Walnut Street Bridge in Philadelphia, which was erected in 1949. Maryland did not build its first prestressed bridge, the Shawan Road overpass on the Baltimore-Harrisburg Expressway, until 1953-54.<sup>9</sup>

Of the 586 bridges erected by the State Roads Commission between 1948 and 1960, only 32 or about five percent were concrete beam (including T-beam) or concrete box beam or girder bridges. How many of these were constructed of prestressed concrete cannot be precisely determined. The Commission report of the summer of 1956 indicates that "several" prestressed concrete bridges were built or contracted for during the previous 24 months. The 1958 report noted the construction of several more such bridges. During the two years covered by the report, at least nine prestressed concrete bridges were authorized for construction. By 1958 the state had twenty prestressed concrete bridges.<sup>10</sup> The Commission reports of 1960 and 1962 do not provide sufficient detail of the materials and types of bridges constructed to determine how many prestressed concrete structures were raised. It is clear that this bridge over the Northwest Branch was among the first such structures erected in the state.

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<sup>9</sup> P.A.C Spero & Company and Louis Berger & Associates, *Historic Highway Bridges in Maryland: 1631-1960: Historic Context Report* (Baltimore, MD: Maryland State Highway Administration, July 1995), 138.

<sup>10</sup> *Ibid*, page 4-3.



## 9. Major Bibliographical References

Inventory No. PG:68-100

See Continuation Sheet

## 10. Geographical Data

Acreage of surveyed property \_\_\_\_\_

Acreage of historical setting \_\_\_\_\_

Quadrangle name Washington East, D.C.-MD

Quadrangle scale: 1:24,000

### Verbal boundary description and justification

The US 1 Northbound Bridge carries US 1 over the Northwest Branch of the Anacostia River. The bridge has been associated with this site since its construction.

## 11. Form Prepared by

name/title	Marvin Brown / Mary E. Crowe and Stan Popovich		
organization	URS Corporation / Hardlines Design Company	date	October 2004
street & number	200 Orchard Ridge Drive / 4608 Indianola Avenue	telephone	31-258-9780 / 614-784-8733
city or town	Gaithersburg / Columbus	state	MD / OH

The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust  
DHCD/DHCP  
100 Community Place  
Crownsville, MD 21032-2023  
410-514-7600

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. PG:68-100

Name Bridge No. 1600501, US Northbound Bridge over the NW Branch of the Anacostia River  
**Continuation Sheet**

Number 9 Page 1

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"Bladensburg History," <<http://www.porttowns.com/blad/bbhist.htm>>

KCI Technologies, Inc., "Suburbanization Historic Context and Survey Methodology, I-495/I-95 Capital Beltway Corridor Transportation Study, Montgomery and Prince George's Counties, Maryland, Volume I," 1999.

Spero, P.A.C., & Company, *Historic Highway Bridges in Maryland: 1631-1960: Historic Context Report*, 1995.

State Roads Commission, *On Our Way*, 1957.

State Roads Commission, *Report of the State Roads Commission of Maryland*, 1952.

State Roads Commission, *Report of the State Roads Commission of Maryland*, 1956.

State Roads Commission, *On Our Way*, 1957.

#### Sources Consulted:

Maryland SHA Cultural Resource Library and Bridge Engineering Department, Baltimore - Reports published by or for the State Roads Commission, bridge files

Maryland Highway Administration, District 3 Office, 9300 Kenilworth Avenue, Greenbelt MD, 301-513-7300

Maryland Historical Trust Library, Crownsville - Inventory of Historic Places, National Register Nominations, Determinations of Eligibility, Cultural Resource Reports

Maryland State Archives, Annapolis - photographs from the Sarikas Collection and materials published by the State Roads Commission

Enoch Pratt Library (Maryland Room), Baltimore - vertical files dealing with Maryland bridges

Library of Congress, Washington, DC - General information on bridges and additional Maryland bridge material

New Jersey State Library, Trenton - Engineering News-Record on microfilm

New York Public Library, (Science, Business, and Industry Library), New York - Additional SHA annual reports



1:24,000

0 0.125 0.25 0.5 0.75 1 Miles

0 0.25 0.5 1 1.5 2 Kilometers

MIHP # PG: 68-100

Bridge 1600501

US 1 NB over Northwest Branch, Anacostia River

Washington D.C. Vicinity

Prince George's County

Washington East, D.C.- MD. Quadrangle



MHP # PG: 68-100

Bridge # 1600501, US 1NB over Northwest Branch of Anacostia  
River  
Prince George's County, MD

Photographer: Stan Popovich, Hardlines Design Company

Date: 6/1/03

Location of Negative: MD SHPO

looking north at bridge deck

1/6





MI HP # PG: 68-100

Bridge # 1600501, US 1 NE over Northwest Branch, Anacostia River  
Prince George's County, MD

Photographer: Stan Popovich, Hardlines Design Company

Date: 6/10/03

Location of Negative: MD SHPO

Looking South at bridge deck

2/6



MIHP #PG: 68-100

Bridge # 300501, US 1 N of Northwest Branch, Anacostia River  
Prince George's County, MD

Photographer: Stan Poyovich, Hardlines Design Company

Date: 6/10/03

Location of Negative: MD SHPo

looking southeast at bridge

3/6



MIHP #P6: 68-100

Bridge # 1600561, US 1 NB over Northwest Branch, Anacostia River  
Prince George's County, MD

Photographer: Stan Pofovich, Hardlines Design Company

Date: 6/10/03

Location of Negative: MD SHPO

west elevation, looking east from southbound bridge

4/6





MHP #PG: 68-100

Bridge # 1600501, US NR 1 over Northwest Branch, Anacostia River  
Prince George's County, MD

Photographer: Stan Spavich, Hardlines Design Company

Date: 6/10/03

Location of Negative: MD SHPC

Oblique view of west elevation, looking northeast  
5/6



MHP # 68-100

Bridge # 1600501, CS NB 1 over Northwest Branch, Anacostia River  
Prince Georges County, MD

Photographer: Stan Papovich, Hardlines Design Company

Date: 6/10/03

Location of Negative: MD SHPO

detail of date at southeast corner

6/6